

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☐

Property Name: Bridge H-16 Inventory Number: HA-1875  
Address: Aldino - Stepney Rd Bridge City: Aberdeen Zip Code: 21001  
County: Harford County USGS Topographic Map: Aberdeen, Maryland, 1985  
Owner: Maryland State Highway Administration Is the property being evaluated a district? NO  
Tax Parcel Number: \_\_\_\_\_ Tax Map Number: \_\_\_\_\_ Tax Account ID Number: \_\_\_\_\_  
Project: Adams Property Agency: Federal Communications Commission  
Site visit by MHT Staff: ☒ no ☐ yes Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Is the property located within a historic district? ☐ yes ☒ no

*If the property is within a district*

District Inventory Number: \_\_\_\_\_

NR-listed district ☐ yes Eligible district ☐ yes District Name: \_\_\_\_\_

Preparer's Recommendation: Contributing resource ☐ yes ☐ no Non-contributing but eligible in another context ☐

*If the property is not within a district (or the property is a district)*

Preparer's Recommendation: Eligible ☐ yes ☒ no

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in: Individual Property/District Maryland Historical Trust Internal NR-Eligibility Review Form dated April 11, 1997.

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The property was most recently observed and photographed on January 17, 2003. Its condition was unchanged since the preparation of the Individual Property/District Maryland Historical Trust Internal NR-Eligibility Review Form in the library of the Maryland Historical Trust.

The property is described in the Maryland Historical Trust, Individual Property / District Maryland Historical Trust Internal NR-Eligibility Review Form, prepared by Kimberly Prothro Williams, Reviewer, Office of Preservation Services, on April 11, 1997. Following is a brief summary of that property description, as modified by site observations made January 17, 2003.

From the description, the Bridge H-16 is a twenty foot wide, single span metal girder bridge which carries Aldino-Stepney Road over Carsins Run in Harford County. The bridge was built in 1930; the steel guardrail was installed in the early 1990's. The

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments:

*Determined not eligible in 2001*

Reviewer, Office of Preservation Services *[Signature]*

*4/30/03*

Date

Reviewer, NR Program *[Signature]*

*4/29/03*

Date

MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

HA-1875

reviewer/ Maryland Historical Trust considered the bridge not a representative example of its type and therefore did not meet Criteria C. The bridge is not known to have association with persons or events significant to our past and thus is not eligible under criteria A or B. There is no known archaeological significance associated with the bridge site, and so it does not meet the requirements of Criterion D.

We concur in this finding.

Prepared by: William C. Riggs, RA  
Historic Architect

Date Prepared: 01.28.03

File name: HA-1875

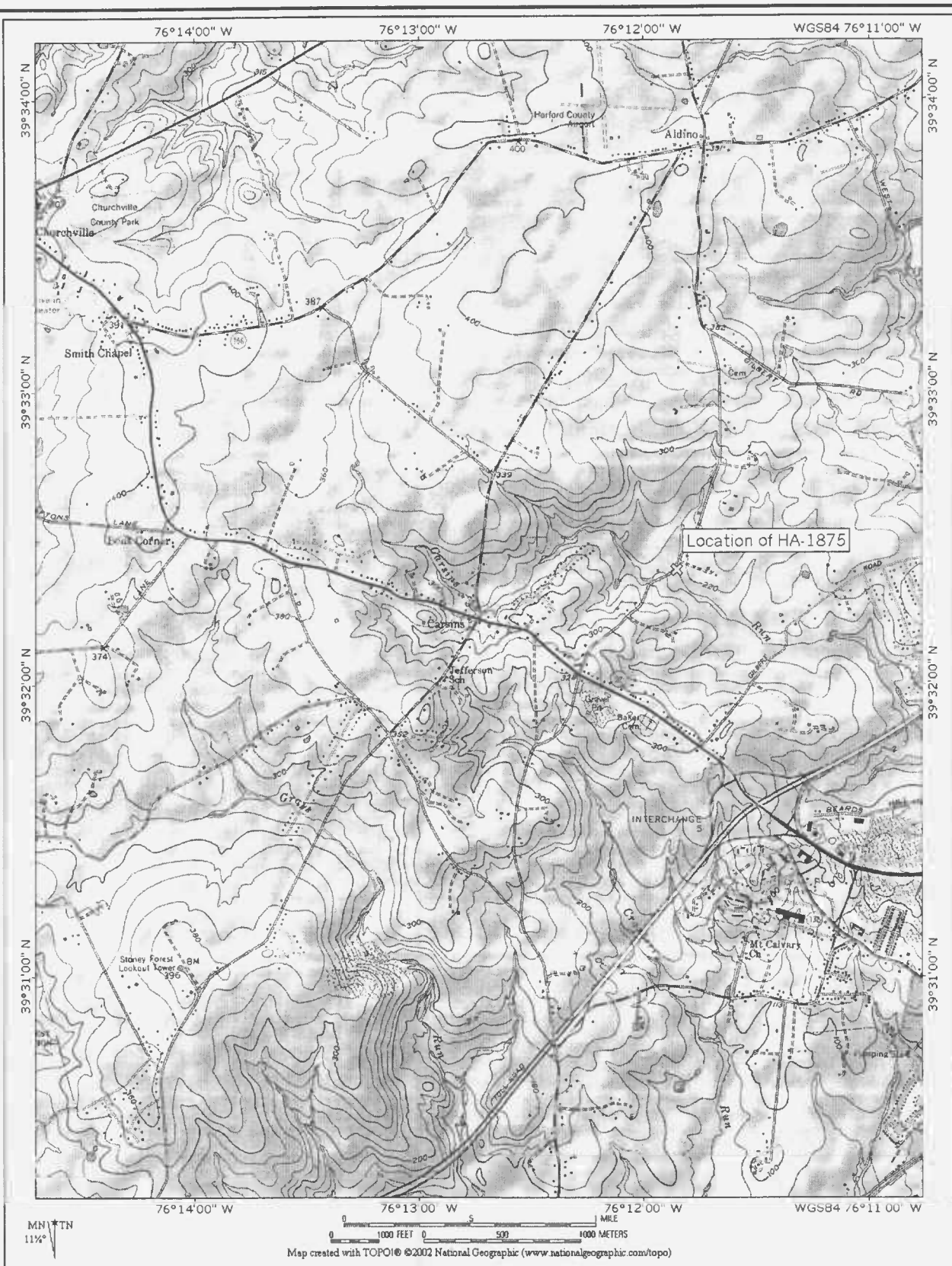
HA-1875

# Photo Negative List - Adams Raw Land 09.75132.0272

Ordered by Property Number

Ordered by Property Number

Roll 1		Roll 2		Roll 3				No Photos- (Bldg. demolished, or not in survey area)
Neg	Property	Neg	Property	Neg	Property	Summary		
1-33	HA-1294	2-17	HA-0987	3-4	HA-1296	HA-0987		HA-988
1-34	HA-1294	2-18	HA-0987	3-5	HA-1296	HA-0989		HA-1295
1-35	HA-1294	2-19	HA-0987	3-6	HA-1296	HA-0991		HA-1304
1-36	HA-1294	2-2	HA-0989	3-7	HA-1297	HA-0998		HA-1313
1-1	HA-1533	2-3	HA-0989	3-8	HA-1297	HA-0999		
1-2	HA-1533	2-4	HA-0989	3-9	HA-1297	HA-1293		
1-3	HA-1533	2-11	HA-0991	3-10	HA-1297	HA-1294		
1-4	HA-1533	2-12	HA-0991	3-1	HA-1554	HA-1296		
1-5	HA-1533	2-13	HA-0991	3-2	HA-1554	HA-1297		
1-6	HA-1534	2-14	HA-0991	3-3	HA-1554	HA-1533		
1-7	HA-1534	2-15	HA-0991			HA-1534		
1-8	HA-1534	2-16	HA-0991			HA-1535		
1-9	HA-1534	2-33	HA-0998			HA-1536		
1-10	HA-1534	2-34	HA-0998			HA-1553		
1-11	HA-1534	2-35	HA-0998			HA-1554		
1-12	HA-1534	2-36	HA-0998			HA-1618		
1-13	HA-1534	2-25	HA-0999			HA-1875		
1-14	HA-1534	2-26	HA-0999					
1-23	HA-1535	2-27	HA-0999					
1-24	HA-1535	2-28	HA-0999					
1-25	HA-1535	2-29	HA-0999					
1-26	HA-1535	2-30	HA-0999					
1-27	HA-1535	2-20	HA-1293					
1-28	HA-1535	2-21	HA-1293					
1-29	HA-1535	2-22	HA-1293					
1-15	HA-1553	2-23	HA-1293					
1-16	HA-1553	2-24	HA-1293					
1-17	HA-1553	2-1	HA-1536					
1-18	HA-1553	2-5	HA-1536					
1-19	HA-1553	2-6	HA-1536					
1-20	HA-1553	2-7	HA-1536					
1-21	HA-1553	2-8	HA-1536					
1-22	HA-1553	2-9	HA-1536					
1-30	HA-1618	2-10	HA-1536					
1-31	HA-1618	2-31	HA-1875					
1-32	HA-1618	2-32	HA-1875					



**SITE VICINITY MAP**  
Aberdeen, MD Quadrangle  
**SCALE: As Shown**



**Property Condition Assessment**  
HA-1875\_ Bridge H-16, Aldino-Stepney  
Road  
Aberdeen, MD 21001



HA-1875

BRIDGE H-16

ALDINO-STEPNEY RD. BRIDGE

ABERDEEN, HARTFORD CO.

MD 21001

PHOTO BY: JAMISON STOVER 01.17.03

NEG @ MD SHPO

BRIDGE ABUTMENT

1/1 ALDINO-STEPNEY RD. BRIDGE HA-1875  
ABERDEEN, MD 21001

01.03

Photo Gallery 01 29-03

# Maryland Historical Trust

Maryland Inventory of Historic Properties number: 4A-373

Name: William L. Stapp, Jr., Esq., President

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D Considerations: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D <u>  </u> E <u>  </u> F <u>  </u> G <u>  </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

*copy*

MHT Number HA-1875

**Location:**

**City/Town:** Aberdeen      **Vicinity** X

**Ownership:** State X County Municipal Other

**Is the bridge located within a designated district: yes ☒ no**

locally designated other

Name of District

\_\_Timber Bridge  
 \_\_Beam Bridge\_\_Truss-Covered\_\_Trestle  
 Timber-and-Concrete

## \_\_Stone Arch

## Metal Truss

## \_\_Movable Bridge

☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf

Vertical Lift Retractable Pontoon

### X Metal Girder

X Rolled Girder       Rolled Girder Concrete Encased

Plate Girder      Plate Girder Concrete Encased

## Metal Suspension

## Metal Arch



☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam

☐ Rigid Frame

☐ Other Type Name \_\_\_\_\_

**Description:**

**Describe Setting:**

Bridge No. H-16 carries Aldino-Stepney Road east-west, over Carsins Run in Harford County, Maryland. The approach roadway has a 20' wide, bituminous concrete traveled way to the east and 22' wide, bituminous concrete traveled way to the west. Both the east and the west approaches are level and slightly curved. The guardrails are flared and turned down. The area surrounding the bridge is rural. To the north of the bridge appears are open agricultural land, and the area to the south appears dense woods and underbrush.

**Describe Superstructure and Substructure:**

Bridge H 16 is a single span steel beam bridge with a concrete slab deck and full height concrete abutments. The steel beam stringers are generally in good condition, with the ends encased in concrete. The bearings, if any, are not visible. The span length is 24.5', the bridge roadway width varies from 23.1' to 24.4', and the deck width varies 24.95' to 26.0'. The deck is a 7 1/2" reinforced concrete slab with 2" bituminous wearing surface, with concrete abutments and wingwalls. There is a new W-beam guardrail across the bridge.

**Discuss Major Alterations:**

Some concrete patches are visible on the north side curb, but overall the concrete appears fairly uniform. The steel pipe guardrails were replaced between 1991 and 1993. The 1989 bridge inspection report indicates that "the abutments have been lengthened to facilitate bridge widening, and the new portions are in good condition." This modification of this bridge doubled the its width. Four steel stingers were added to the outside of the previous bridge.

**History:**

**When Built:** 1930

**Why Built:** Local transportation needs

**Who Built:** Unknown

**Why Altered:** Not applicable

**Was this bridge built as part of an organized bridge building campaign:** Unknown

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

☐ A Events ☐ Person

**\_\_C Engineering/Architectural**

**Was this bridge constructed in response to significant events in Maryland or local history:**

No, this bridge was not constructed in response to significant events in Maryland or local history.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

When this bridge was built it does not appear to have an impact upon the growth and development of the are, nor does it appear to have been altered.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?**

This bridge is not in an area which may be eligible for historic designation.

**Is the bridge a significant example of its type?**

This bridge does not appear to be a significant example of its type.

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

This bridge does not retain integrity of its primary character defining elements. In a pre-1989 reconstruction of the bridge, the abutments were widened and four new stringers were added to the outside of this bridge. The steel pipe guardrails were replaced with modern W-Beam guardrails between 1991 and 1993.

**Should this bridge be given further study before significance analysis is made and Why?**

This bridge should not be given further study. This structure does not retain the integrity of the primary character defining elements, and is not considered eligible for inclusion on the National Register of Historic Places.

**Bibliography:**

Greiner, Inc.

1995 Maryland Inventory of Historic Bridges.

Harford County

v.d. Harford County Bridge Inspection Files.

Martinet

1878 Map of Harford County.

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridge Context: Historic Bridges in Maryland.

United States Geological Survey

1953 7.5' Aberdeen Quadrangle, photorevised 1985.  
United States Geological Survey  
1900 15' Havre De Grace Quadrangle.  
Wright, C. Milton.  
1967 Our Harford Heritage: A History of Harford County, Maryland.

**Surveyor:**

**Name:** Jason D. Moser **Date:** September 1995

**Organization:** State Highway Admin. **Telephone:** (410) 321-2213

**Address:** 2323 West Joppa Road Brooklandville, MD 21022

INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge H-16 Survey Number: HA-1875

Project: Bridge Reconstruction Agency: COE

Site visit by MHT Staff: X no     yes Name                      Date                     

Eligibility recommended            Eligibility not recommended X

Criteria:    A    B    C    D Considerations:    A    B    C    D    E    F    G    None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Aldino-Stepney Road Bridge, Bridge H-16 in Harford County Maryland was included in the Historic Bridge Inventory and reviewed for its NR eligibility by the Interagency Bridge Committee. The bridge was determined not eligible for listing on the NR.

The Aldino-Stepney Bridge is a 20'-wide, single-span metal girder bridge which carries Aldino-Stepney Road over Carsins Run in Harford County. The bridge was built in 1930 and the steel pipe guardrail put in place in the early 1990s. It was considered that the bridge was not a representative example of its type and, therefore, did not meet Criteria C. The bridge is not known to have associations with persons or events significant to our past and thus is not eligible under Criteria A or B.

Documentation on the property/district is presented in: Review and Compliance Files (COE Request Log # 9700838)

Prepared by: SHA

Kimberly Prothro Williams April 10, 1997  
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes     no     not applicable

Peter G. Fenty 4/11/97  
Reviewer, NR program Date

*Amg*

## MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

## I. Geographic Region:

<input type="checkbox"/>	Eastern Shore	(all Eastern Shore counties, and Cecil)
<input type="checkbox"/>	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
<input checked="" type="checkbox"/>	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
<input type="checkbox"/>	Western Maryland	(Allegany, Garrett and Washington)

## II. Chronological/Developmental Periods:

<input type="checkbox"/>	Paleo-Indian	10000-7500 B.C.
<input type="checkbox"/>	Early Archaic	7500-6000 B.C.
<input type="checkbox"/>	Middle Archaic	6000-4000 B.C.
<input type="checkbox"/>	Late Archaic	4000-2000 B.C.
<input type="checkbox"/>	Early Woodland	2000-500 B.C.
<input type="checkbox"/>	Middle Woodland	500 B.C. - A.D. 900
<input type="checkbox"/>	Late Woodland/Archaic	A.D. 900-1600
<input type="checkbox"/>	Contact and Settlement	A.D. 1570-1750
<input type="checkbox"/>	Rural Agrarian Intensification	A.D. 1680-1815
<input type="checkbox"/>	Agricultural-Industrial Transition	A.D. 1815-1870
<input checked="" type="checkbox"/>	Industrial/Urban Dominance	A.D. 1870-1930
<input checked="" type="checkbox"/>	Modern Period	A.D. 1930-Present
<input type="checkbox"/>	Unknown Period ( <input type="checkbox"/> prehistoric <input type="checkbox"/> historic)	

## III. Prehistoric Period Themes:

<input type="checkbox"/>	Subsistence
<input type="checkbox"/>	Settlement
<input type="checkbox"/>	Political
<input type="checkbox"/>	Demographic
<input type="checkbox"/>	Religion
<input type="checkbox"/>	Technology
<input type="checkbox"/>	Environmental Adaptation

## IV. Historic Period Themes:

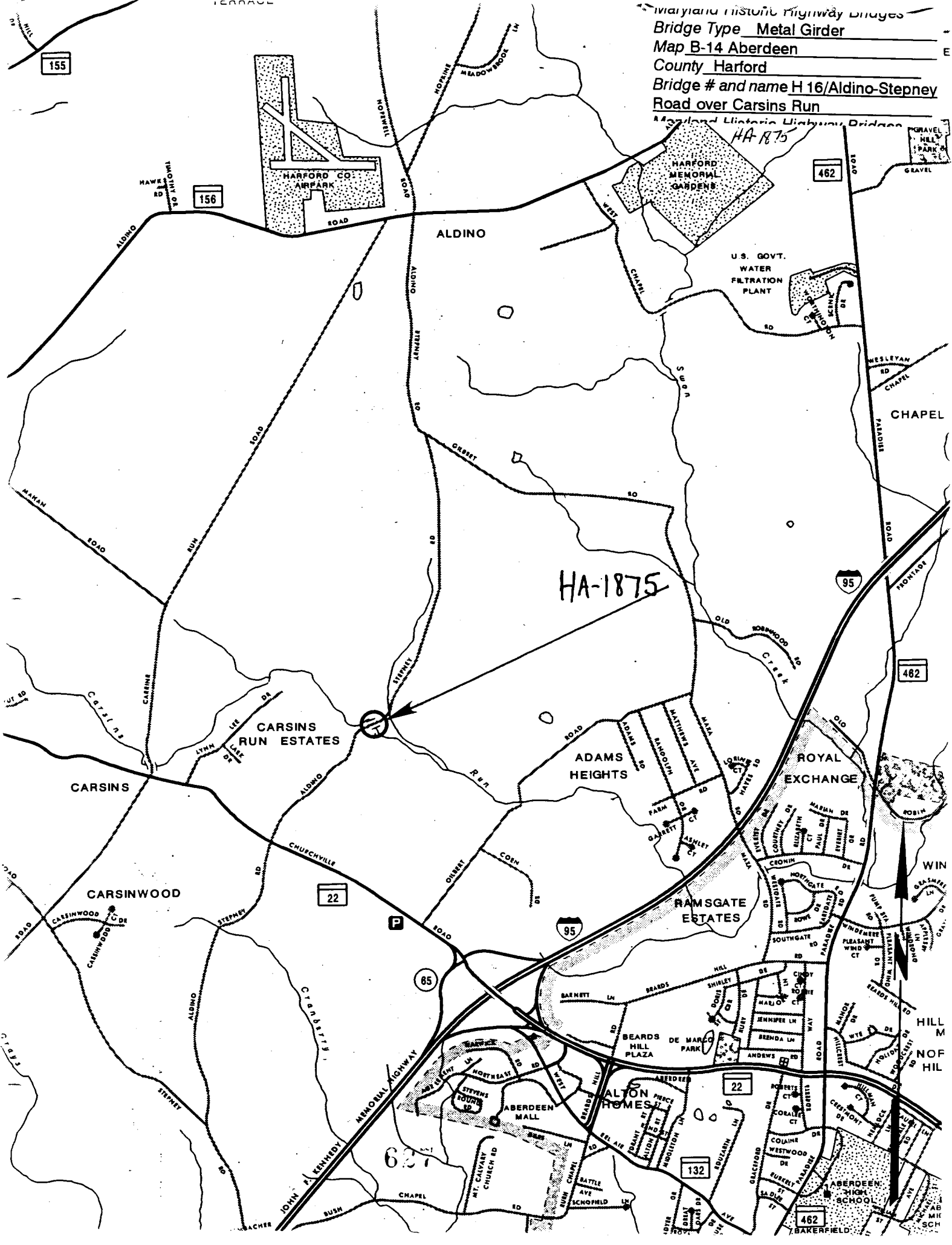
<input type="checkbox"/>	Agriculture
<input type="checkbox"/>	Architecture, Landscape Architecture, and Community Planning
<input type="checkbox"/>	Economic (Commercial and Industrial)
<input type="checkbox"/>	Government/Law
<input type="checkbox"/>	Military
<input type="checkbox"/>	Religion
<input type="checkbox"/>	Social/Educational/Cultural
<input checked="" type="checkbox"/>	Transportation

## V. Resource Type:

Category: StructureHistoric Environment: RuralHistoric Function(s) and Use(s): Bridge

Known Design Source: \_\_\_\_\_

Maryland Historic Highway Bridges  
Bridge Type Metal Girder  
Map B-14 Aberdeen  
County Harford  
Bridge # and name H 16/Aldino-Stepney  
Road over Carsins Run





HA-1875

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN 1995

- ~~MARYLAND SHPO~~ SMA

- STATE HIGHWAY BRIDGE H16 OVER CARSINS  
RUN

- VIEW LOOKING NORTH ON  
ALDINO STEPNEY ROAD

1/4





HA-1875

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN 1995

- MARYLAND SHPO SHA

- STATE HIGHWAY BRIDGE H16  
OVER CARSON'S RUN

- VIEW LOOKING SOUTH ON  
ALDINO STEPLEY ROAD

2/4



HA-1875

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN 1995

~~MARYLAND SHPO~~ SHA

- STATE HIGHWAY BRIDGE H16  
OVER CARBONS RUN
- VIEW LOOKING EAST

3/4



HA-1875

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN 1995

~~MARYLAND SHPD~~ SH7

- STATE HIGHWAY BRIDGE H/6  
OVER CARSENS RUN

- VIEW LOOKING WEST

4/4